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COUNTRY East Germany

REPORT NO.

TOMIC Schorfheide Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT early June to 26 June 1953 25X1C

DATE OBTAINED DATE PREPARED 5 August 1953

REFERENCES 25X1A

PAGES: 3 ENCLOSURES (NO. &amp; TYPE) 1- 1 sketch on ditto

REMARKS

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1. In early June 1953, [redacted] more than 2,000 men were employed at Schorfheide airfield. Allegedly, the field was to be serviceable for aircraft in late September 1953, while final construction work was planned to be completed in 1954. Of the total construction costs of 50 million eastmarks a sum of 23 million eastmarks were made available for 1953.

25X1

2. Work on the runway was in full swing in the first half of June. With four distribution points recently established, the available mixing machines were unable to supply the required material. Recently, 2-cm-thick plates of tarred straw were used as insulating layer between the concrete slabs.

3. [redacted] a 21-meter-wide taxiway was to be constructed around the runway, concrete hardstands for aircraft were to be built along this taxiway, and that hardstands and turning aprons were to be built at the western and eastern ends of the runway. Large strips of the woods north and south of the runway were cleared in early June 1953. There was a wooded area, about 300 meters wide, between the runway and the cleared strips.

4. The administrative building in the area of the quartering buildings was occupied by the Soviet administration. Another quartering building was nearing completion.

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- 2 -

5. After the disturbances, 212 workers of the Bauunion Brandenburg did not appear at their places of work on 19 June. Therefore, these workers were dismissed by the construction staff at the airfield. The Thueringsche Saugenossenschaft, which employed about 200 workers at the field for unloading construction material and maintenance work on the tracks, canceled its work contract in June. As replacements, about 500 construction workers of the Bauunion Nordost were to be hired. A total of 1,831 construction workers were employed at the field in late June.
6. A third mixing installation was under construction in the eastern section of the field in June. It was half completed by 26 June. Work was completed on the water conduit from Beber Lake to this installation. Strips 1 and 3 on the runway were entirely concreted. Strip 5 was concreted to a length of about 2,800 meters and strip 2 to about 2,000 meters by 26 June. The concreting work was delayed and leveling had to be resumed on the excavated area because of heavy rainfall during the second half of June. Between 13 April and 20 June, a runway area of 87,384.82 square meters had been concreted. Excavation work on the new taxiways was done by scrapers which dug 20 cm deep.
7. In June, [REDACTED] a dispersed area each, allegedly with a tank installation, was to be built at the eastern and western ends of the runway. [REDACTED]
8. An area, 800 meters square, located approximately in the middle of the field and 150 meters north of the northern edge of the runway, was cleared of woods for an undetermined purpose.
9. Construction superintendent Koetz (fmu) stated that, upon completion of the construction, in forest sections Nos 124, 125 and 126, which at present were 95 percent completed, the construction workers were to be employed for the construction of an underground fuel dump.
10. The following construction materials arrived at the field between 8 February and 20 June:
- 14,923 tons of Portland cement;
  - 18,568.58 tons of 7/15-type chippings;
  - 25,802.04 tons of 15/30-type chippings;
  - 62,439.44 tons of gravel;
  - 517.2 tons of coal.
- Material consumed between 13 April and 20 June included:
- 11,179.61 tons of Portland cement;
  - 10,346.43 tons of 7/15-type chippings;
  - 13,962.23 tons of 15/30-type chippings;
  - 14,836.47 tons of gravel.
11. The previous ratio of mixture was changed as follows because of the quality of the gravel received: 300 kg of Portland cement, 296 kg of 7/15-type chippings, 391 kg of 15/30-type chippings, 1,310 kg of gravel, and 103 kg of water.
12. By an order issued during the second half of June, after work hours, all construction plans had to be handed over to Schiele (fmu), surveyor and registrar, who kept the documents in a safe. The construction staff at the field hired construction workers and construction machines from the Bauunion Nordost.

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